

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary REPORT [REDACTED] 25X1
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 SUBJECT The Ganz Railroad Works DATE DISTR. 13 September 1955
 NO. OF PAGES 1
 DATE OF INFO. [REDACTED] REQUIREMENT NO. RD 25X1
 PLACE ACQUIRED REFERENCES
 DATE ACQUIRED [REDACTED] This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. The Ganz railroad-car and engineering works are building passenger coaches and freight cars as well as diesel coaches. They are at present working, however, under 50 percent of capacity. On 13 July 1955 the only work on the floor of the coach-building shops consisted of six diesel coaches in semi-finished state, and four to six in state of early preparation. All these diesel cars are destined for Poland. There were also twelve tank cars with a capacity of 50 tons under construction for an unknown destination.
2. A water pump coupled to an electric motor, which appeared to have been recently manufactured, was also seen at the factory. It was packed and apparently awaiting shipment. It was impossible to estimate the size of the water pump, but the electric motor was approximately 500 h.p.
3. The engineering shops appeared to be busy and working at capacity. One item under construction are prototypes for diesel engines for locomotives of approximately 2,000 h.p.
4. Diesel-powered coaches give the impression of being made of second-rate material. Their interior finish is poor and they are equipped with inferior glass windows.
5. The factory in general made an unfavorable impression and many workmen appeared to be idle. It was noted that crankshafts were being made by turning them from a solid piece. It is improbable that present products from this factory can match the excellent product of pre-war days.
6. The Ganz firm built one new experimental four-car diesel train which is in active service on the Hungarian railways. However, it is very often returned to the Ganz workshops for innovations and further experimental work. This train is approximately ten years old in design.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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